

State of California  
Business, Transportation and Housing Agency  
Department of Transportation

HIGHWAY FINANCIAL MATTERS  
Allocations for Supplemental Funds  
Resolution: FA-00-04  
CTC Meeting: November 1-2, 2000

Prepared By:  
Jim Nicholas  
Program Manager,  
Programming  
(916) 654-4013

Agenda Item: 2.5e

*Original Signed By*  
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W. J. EVANS, Deputy Director  
Finance  
October 20, 2000

**ALLOCATION FOR ADDITIONAL FUNDS  
FOR PREVIOUSLY APPROVED PROJECT**

**RESOLUTION FA-00-04**

**RECOMMENDATION**

The Department recommends that the California Transportation Commission approve the following Resolution.

**FINANCIAL RESOLUTION**

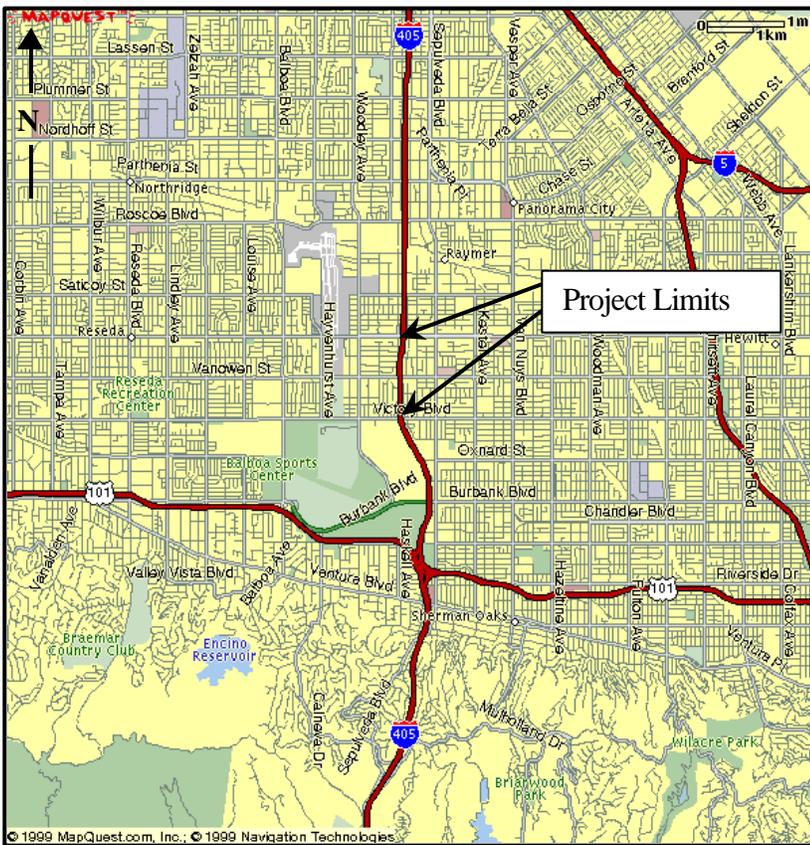
Resolved, that \$2,125,000 be allocated from Budget Act Item 2660-301-0042, Budget Acts of 1995, 1998, 1999, and 2000 to provide additional funds for the projects on the attached sheet.

**SUMMARY AND CONCLUSIONS**

This resolution allocates \$2,125,000 of additional State and Federal funds for three (3) previously approved projects listed below:

<u>Project</u>	<u>Dist-Co-Rte</u>	<u>Original Vote/G11 Amount</u>	<u>Award Amount</u>	<u>Current Budget Amount</u>	<u>Current Allocation Revision</u>	<u>Revised Budget Amount</u>	<u>Total Increase Vote/Award</u>
1	07-LA-405	\$5,300,000	-----	\$5,300,000	\$1,500,000	\$6,800,000	28% V
2	10-SJ-VAR	\$584,000	\$642,000	\$734,000	\$200,000	\$934,000	60% V
3	12-ORA-5	\$1,629,000	-----	\$1,629,000	\$425,000	\$2,054,000	26% V

Project # Allocation Amount Recipient County	Location Project Description Reason for Supplemental Funds	EA PPNO Budget Year Item # Prgm Codes Program	State Federal Current Budget Amount	State Federal Additional Allocation	State Federal Revised Total Amount
1 \$1,500,000 Department of Transportation Los Angeles 07S-LA-405 66.0/68.2	In the City of Los Angeles from 0.3 miles south of Victory Boulevard to Sherman Way. Retrofit Soundwall.  Supplemental funds are needed to award project.	053A1 (0866) 1999/00 301-0042 301-0890 20.20.075.411	\$447,000 \$4,853,000 \$5,300,000	\$172,000 \$1,328,000 \$1,500,000	\$619,000 \$6,181,000 \$6,800,000



**PROJECT DESCRIPTION AND LOCATION**

This project is in the County and City of Los Angeles on Route 405, from Victory Boulevard to Sherman Boulevard. This project will construct soundwalls and replace planting. This project was included on the May 3, 1989, Retrofit Soundwall List.

**FUNDING STATUS**

The project was initially programmed in the 1990 State Transportation Improvement Program (STIP), unprogrammed in 1996 due to a statewide funding shortfall, and reprogrammed in 1997, using savings from other retrofit soundwall projects, with a construction cost of \$6,861,000. The project was programmed in the 1998 STIP for \$6,861,000 with Grandfathered Regional Improvement Program (GF-RIP) funds for construction in the 1999/00 Fiscal Year. A portion of the work that was in the original scope for this project was split into a separate project (EA 0535C1, PPNO 0866A) and programmed for \$1,561,000 when it was

determined that one of the soundwalls would require more time for additional structural design work. This separate project also received a 17-month time extension per Resolution G-99-27 at the June 2000 Commission Meeting. The remainder of the balance from the split, \$5,300,000, was programmed for this project and was voted for the same amount in June 2000. The cost increase for this project will be funded from the Interregional Improvement Program (IIP) in accordance with STIP Guidelines. This request represents an increase of 28% over the voted amount.

### BACKGROUND

The project will construct 3,560 meters of soundwall and will replace planting. The project site was used as a launching ground by local and State officials to announce their commitment to completion of the 1989 Retrofit Soundwall List.

### REASON FOR INCREASE

Three bids were opened in September 2000 with all of the bids exceeding the Engineer's estimate. After discussing the low bid with the Contractor it was determined that the cost increase could be attributed primarily to Aerially Deposited Lead (ADL) and to the traffic handling requirements for the project.

Both the northbound and southbound shoulders of the freeway contain ADL contaminated soil that is subject to the provisions of the new variance from the California Department of Toxic Substances Control (DTSC) regarding handling of hazardous substances. Conformance to this variance has resulted in very high disposal costs for ADL contaminated soil which was not included in the original Engineer's estimate.

Construction of the soundwalls is along very narrow shoulders of the freeway which restrict the Contractor's access to the site. Due to traffic handling requirements, most of the concrete work will be done at night when traffic flows are much lighter and construction equipment can be mobilized with less impact on the travelling public.

In order to comply with the ADL requirements and the traffic handling requirements, the Contractor's unit bid prices for four contract items were substantially higher than the Engineer's estimate. The primary items were 400mm Cast-In-Drilled-Hole Piling with an increase of \$517,000 and Soundwall (Barrier) (Masonry Block) with an increase of \$294,000. The other items with major cost increases included Structure Excavation with an increase of \$309,000 and roadway excavation with an increase of \$380,000.

### FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$1,500,000 to allow this project to be awarded and expedited.

OPTION B: Deny this request and direct the Department to reject all the bids and re-advertise the contract.

Analysis of the current bids indicate that re-advertising the project will not produce bids lower than the current amount.

### RECOMMENDED OPTION

The Department recommends that this request for \$1,500,000, as presented in Option A above, be approved to allow this project to be awarded to the lowest bidder.



project was completed in other contracts. There were 11 structures removed from this project; eight were completed under EA 1A15U1 and three were completed under EA 300101. In September 2000, a delegated G-12 allocation was made for \$92,000 to cover overruns in contract items and fund a Contract Change Order (CCO) to pave small areas at various locations to properly install the planned metal beam guardrail. This request for \$200,000 results in a total increase of approximately 60% over the vote amount for this contract.

### BACKGROUND

The project replaces the existing metal approach railing with metal beam guardrail at four structures on Route 4, two structures on Route 5, and 12 structures on Route 205. This project is located on three heavily travelled freeways which serve as major commute routes between the San Francisco Bay Area and the inland San Joaquin and Sacramento Valleys.

### REASON FOR INCREASE

As a result of the increased number of vehicles utilizing these freeways and the traffic delays associated with construction, revisions to the contract have been made to mitigate traffic delays. These revisions have impacted critical operations by requiring night work rather than day work and have delayed the completion of the project. This has resulted in a cost increase of \$100,000.

The cost for the Construction Zone Enhanced Enforcement (COZEEP) has also increased due to the night work requirement. California Highway Patrol (CHP) requires two officers to be assigned to COZEEP operations at night as opposed to one officer during the day. This CHP requirement results in a cost increase of \$100,000.

### FUNDING OPTIONS

OPTION A: Approve the Department's request for \$200,000 in supplemental funds needed to proceed with this project.

OPTION B: Deny this request and direct the Department to deliver the project within the current allocation.

The Department considered this option. The existing metal bridge approach rails are substandard and require replacement to conform to current roadway safety standards. Eliminating a portion of this work would not complete the scope of the project. Also, completion of the work at night will result in the least disruption to the travelling public.

### RECOMMENDATION

The Department recommends OPTION A, as presented above for \$200,000, to allow this project to be completed as originally scoped.

Project #	EA	State	State	State
Allocation Amount	PPNO	Federal	Federal	Federal
Recipient	Budget Act	Current	Additional	Revised
County	Item #	Budget	Allocation	Total Amount
Dist-Co-Rte	Program	Amount		
Postmile	Codes			
Reason for Supplemental Funds	Program			
3				
\$1,629,000	037101			
Department of Transportation	(2597)			
Orange	1999/00	\$137,000	\$36,000	\$173,000
12S-Ora-5	301-0042	\$1,492,000	\$389,000	\$1,881,000
6.6/7.3	20.20.201.210	\$1,629,000	\$425,000	\$2,054,000
In San Juan Capistrano and Dana Point from 0.2 kilometer north of Camino De Estrella to 0.6 kilometer north of Route I-5 Separation, on Route 1, from 0.2 kilometer south of Route 1/5 separation to 0.2 kilometer north of Doheny Park Road Undercrossing.	SHOPP			
Plant restoration.				
Supplemental funds are needed to award project.				



**PROJECT DESCRIPTION**

This project is located in Orange County, in San Juan Capistrano and Dana Point, on Interstate 5 from north of Camino De Estrella to north of the Interstate 5 Separation structure, and on Route 1, from south of the Interstate 5 Separation structure to north of Doheny Park Road Undercrossing. This project will replace deteriorated vegetation; pave slopes; and construct maintenance pullouts, access gates and access drives.

**FUNDING STATUS**

This project is programmed in the 1998 SHOPP Midcycle Revision for \$1,629,000 for construction in the 1999/00 Fiscal Year. In June 2000, this project was voted for \$1,629,000. An additional \$392,500 was contributed to this project per cooperative agreement by the Orange County Transportation Authority (OCTA) for a total project amount of \$2,021,500. The cooperative agreement also specifies that this contribution is to be the sole contribution made by OCTA. This request for \$425,000 to award the contract will result in an

overall increase of approximately 26% over the original allocation.

### BACKGROUND

This project will provide approximately 13 hectares of restoration planting within the Interstate 5/ Route 1 interchange and along Route 1; four hectares of slope re-vegetation on Route 1; three hectares of replacement planting along Interstate 5; and construct slope paving, maintenance vehicle pullouts, access drives and access gates.

### REASON FOR INCREASE

The lowest Contractor's bid for this project was substantially higher than the Engineer's estimate. Due to the high volume of landscape work projects in Orange County, the cost for landscaping throughout the region has escalated significantly. The irrigation items had the highest cost increase. Bids for Control and Neutral Conductor items resulted in a cost increase of \$131,000. Other irrigation items with cost increases include Electrical Service with a \$100,000 increase and Irrigation Controller with an increase of \$14,500. Planting items, such as Plant Establishment with an increase of \$58,000, and Plant Group A with an increase of \$58,000, also accounted for major cost increases. Other miscellaneous items accounted for the remaining \$63,500 of the increase. Four bids were received with the lowest bid approximately 22% over the Engineer's estimate and all of the bids were in close range of each other.

### FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$425,000 to allow this project to be awarded and expedited.

OPTION B: Deny this request and direct the Department to reject all the bids and re-advertise the contract.

Analysis of the current bids indicate that re-advertising the project will not produce bids lower than the current amount.

### RECOMMENDED OPTION

The Department recommends that this request for \$425,000, as presented in Option A above, be approved to allow this project to be awarded to the lowest bidder.